



## Transit Security National Priority

Since the March 11 train bombings in Madrid, Spain killed 191 people, transit security has taken on a new sense of urgency. The US Congress responded swiftly to the violence in Spain with a series of bills to fund much needed improvements to protect public transportation in the United States.

### Senate Commerce Committee Bill

In April, the Senate Commerce Committee voted to authorize \$1.2 billion for rail security over five years. The money will address security on Amtrak and freight railroads.

### Senate Banking Committee Bill

In May, the Senate Banking Committee voted to spend \$4.5 billion next year to build fences, install security cameras, and take other steps to protect public transportation systems. The Public Transportation Terrorism Prevention Act of 2004 would authorize \$3.5 billion for capital improvements, \$800 million for operational improvements, and \$200 million for research in FY 2005. There is another \$700 million in the bill for operational improvements in FY 2006 and 2007.

The bill also addresses the issue of administration. The Department of Homeland Security (DHS) would be responsible for transit security. Many of the efforts to improve transit security since 9-11 have been Federal Transit Administration (FTA) initiatives. While DHS will take the lead

on all future transit security issues, FTA will remain involved.

The DHS, under the new bill, would become responsible for determining threat levels for bus and rail systems. DHS would have to establish security improvement priorities and grant awards would be made directly to public transportation agencies. Capital grants could be used for communications and surveillance equipment, public address systems, vehicle tracking equipment, canine units

**(Under one bill...) The Department of Homeland Security (DHS) would be responsible for transit security. FTA would, however, remain involved.**

and other bomb and chemical detection technology. Operational grants could be used for employee training, evacuation drills, and public awareness campaigns.

The bill directs the Secretary of Homeland Security to notify the Department of Transportation of any credible threats against public transportation. It further mandates that the DHS fund the new Information Sharing and Analysis Center for Public Transportation.

### House Bill

Also in May, two Representatives introduced a bill that would authorize \$2.8 billion for public transportation security improvements. The bill would span a three-year period and

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# Notes from the Top

This has been a very busy quarter for the Department of Transportation and Development Public Transportation (DOTD PT) Section staff. Therefore, I am devoting this article to briefly enumerating significant events and achievements regarding transit activities during the past quarter.

The DOTD PT staff, coordinated by Training Manager Wanda Walker, hosted and sponsored a Community Transportation Association of America (CTAA) training workshop on Vehicle Maintenance Management and Inspections at the Radisson Hotel on April 20-22, 2004. A total of 30 transit maintenance personnel attended and received certificates.

We also sponsored three workshops on DOTD's interim Safety & Security Standard and the need to develop local Safety and Security Plans was stressed. Directors from urban and rural systems were trained at the following workshops:

- \*May 24, Alexandria - hosted by Harold Beck and myself
- \*May 25, Lafayette - hosted by Donna Lavigne and Michelle Horn
- \*May 26, Baton Rouge – hosted by Emily Efferson, Anne Ladner and Wanda Walker

Special thanks to consultants Al Hartkorn and J.D. Allen of Alliance Transportation Group for their help.

A new Canal streetcar line was reborn in New Orleans and the Regional Transit Authority hosted its grand opening on May 29, with a record number of riders. See page 4 for additional details. Emily Efferson and I had the opportunity to participate in the test runs of the streetcars during a pre-certification review we conducted in mid April. We were tickled by the signs on the test

cars, "Streetcar in Training" and were impressed with the numbers of people that lined up to cheer. We were much impressed with RTA, its facilities, and its extremely capable and talented staff,



under the leadership of General Manager Bill Deville. We were pleased with the cooperative attitude displayed by the RTA personnel throughout the certification process and were awed by RTA's dedication and commitment to providing better transit.

Emily Efferson and I have worked with Lafayette city officials for a number of years on their multi-modal transit terminal. Emily and/or I have participated with the Lafayette Planning Department and Federal Transit Administration (FTA) staffs throughout the planning process. We have attended numerous public meetings/hearings, participated in the review of plans and designs, squeezed as many additional funds from the Governor's Pool of Section 5307 small urban funds as was possible, advocated additional funds earmarked by Congress from the Section 5309 Discretionary Program, and ensured that all phases of the project were included in the Transit Element

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# Announcements

## 17<sup>th</sup> Annual Louisiana Public Transit Conference September 15—17, 2004 New Orleans, LA

This year the conference will be held in the BIG EASY at the JW Marriott New Orleans. The hotel is located at 614 Canal Street, New Orleans, Louisiana. The last day to reserve a room at the guaranteed rate of \$90.00 per night (single or double) is August 15, 2004, so please contact the hotel at (504) 525-6500 or [www.jwmarriottneworleans.com](http://www.jwmarriottneworleans.com). Please mark your calendar and plan to join us. This year, there will be a pre-conference workshop day on September 13 and 14. This workshop requires a separate registration and will prepare managers to be certified as a Community Transit Manager (CCTM). So, please check your mailbox and our website for updates and registration forms. It is looking like the event of the year, so register early!

### Events Calendar

#### Upcoming APTA Conferences:

ITS International Workshop -- Linking  
Technology With Mobility for Seniors and  
People with Disabilities  
July 21-23 San Francisco, CA

State Public Transit Partnerships  
Conference  
July 26-28 Chicago, IL

Annual Meeting  
October 10-13 Atlanta, GA

For more information on APTA  
conferences, please visit:  
[www.apta.com/conferences\\_calendar/](http://www.apta.com/conferences_calendar/)

#### Other Upcoming Conferences/Training:

South West Transit Association  
2004 Transit Law & Paratransit Seminar  
July 11-13 Austin, TX

South West Transit Association  
2004 Transit & Paratransit Management  
Certificate Program (2 week session)  
August 9-13 Fort Worth, TX  
Sept 13-17 Fort Worth, TX

FTA Financial Management Oversight  
Seminars for Transit Systems  
August 11-12 Washington, D.C.

TRB 16th National Conference on Rural  
Public & Intercity Bus Transportation  
October 24-27 Roanoke, VA  
[www.trb.org/calendar](http://www.trb.org/calendar)

#### **LADOTD/LPTA PUBLIC TRANSPORTATION CONFERENCE**

Sept 15-17 New Orleans, LA

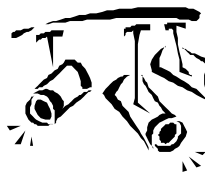
#### NTI Courses:

Transit Marketer: Module III  
Communications Management  
July 20-21 Washington, D.C.

Transit Marketer: Module IV Advertising  
July 22-23 Washington, D.C.

For more information, please visit:  
[www.ntionline.com](http://www.ntionline.com)

Transportation Safety Institute Classes  
Courses are offered around the country  
on various topics throughout the year.  
For more information, please visit:  
[www.tsi.dot.gov](http://www.tsi.dot.gov)



Spotlight on...

## Canal Streetcar Returns to New Orleans

After a 40-year absence the Canal Streetcar has returned to its historic route along one of New Orleans' most commercially important streets. Aided by a \$129 million dollar New Starts grant from the Federal Transit Administration and the support of countless local officials and citizens, the Regional Transit Authority reinstituted Canal Streetcar service at 3:10 AM on April 18, 2004.

The Canal Streetcar has two routes: Route 42, which runs from the French Market to the historic terminus of the line at the cemeteries near City Park Avenue, and Route 45, which runs from the French Market to City Park and the New Orleans Museum of Art via Canal Street and North Carrollton Avenue. Both routes serve a high demand commuter corridor with route connections to some of the highest ridership lines in the Regional Transit Authority System.

The Streetcar Line serves the New Orleans French Quarter, Central Business District, and the Mid-City Neighborhood, as well as providing connectivity to cultural and recreational sites such as the City Park Botanical Gardens and Story Land, the New Orleans Museum of Art, and the New Orleans Fairgrounds.

In addition to the transit benefits of longer vehicle life, reduced motor vehicle emissions, and enhanced ser-

vice to both local riders and visitors, the project has other unique features. Each of the 24 bright red streetcars in the Canal Street fleet was built at the Carrollton Barn in New Orleans by Regional Transit Authority Craftsmen, making New Orleans the only city in the United States to construct its own streetcar fleet. The vehicles have the appearance and aesthetic appeal of the 1920's vintage streetcars that served Canal Street until 1964, but these quiet, smooth-riding, thoroughly modern vehicles are air-conditioned and wheelchair accessible.



The grass roots effort to return the streetcar to Canal Street arose almost before the original line was taken out of service in 1964, and culminated in a 1992 Urban Land Institute recommendation that included the return of the streetcar in a plan to revitalize Canal Street. This initial proposal to the City of New Orleans was followed by a 1993 Feasibility Study by the New Orleans Regional Planning Commission and a 1994 Major Investment Study by the Regional Transit Authority.

After years of environmental, engineering, and design work, the project was nearing realization when it almost met with calamity when it was caught in the shifting policy on federal matching share for New Starts projects. An initiative in Washington DC to shift the New

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# Safety & Security a DOTD Initiative

Since the horrific events of 9-11, safety & security have been watchwords, increasingly prominent in our everyday lives. The Federal Transit Administration (FTA) has several on-going initiatives related to safety & security and, as evidenced by the article on Page 1, it is becoming a Congressional imperative.

Plans will...“identify, eliminate, minimize, and/or control safety hazards & security threats by establishing requirements, lines of authority, levels of responsibility and accountability, and methods of documentation for safety & security.”

Likewise, the Louisiana Department of Transportation and Development (DOTD) has been addressing safety & security issues at the state level. Presentations on safety & security were featured at the 2002 and 2003 Louisiana Public Transportation Conferences. However, the 2003 presentations were a prelude to a larger initiative.

One of the presenters this past fall, Al Hartkorn, was under contract to prepare a statewide safety & security policy statement and standard. The Policy Statement presents the State’s attitude and commitment to safety & security in Louisiana. The standard is meant to provide a guide for safety & security issues related to public transportation in Louisiana.

The safety & security standard requires that each public transportation operator in the state prepare both a safety plan and a security plan for their respective agencies. It also provides the basic elements for those plans.

The Standard was completed in March and sent to FTA for review. In May, a series of three workshops were presented to the rural and small urban transportation providers in Louisiana. The workshops were held in

Alexandria, Lafayette and Baton Rouge.


The goal of the workshops was to introduce the elements of the proposed statewide standard that will require implementation by providers throughout the state. The ultimate goal of the statewide standard is to increase the safety & security for the riding public in Louisiana.

The new safety & security plans that each provider will develop should help them “identify, eliminate, minimize, and/or control safety hazards & security threats by establishing requirements, lines of authority, levels of responsibility and accountability, and methods of documentation for safety & security.”



While safety & security are not new topics to most providers, the standard will ensure that both are formalized in plans. Safety plans will address driver and employee

selection and training, vehicle maintenance, substance abuse, data acquisition and analysis, and internal review at a minimum. The security plans will ensure that agencies “take all reasonable and prudent actions to minimize the risk of intentional acts against passengers, employees and equipment/facilities.”

The workshops were well attended and received. However, each of the workshops confirmed what DOTD Public Transportation staff had already anticipated; providers would need help developing their plans. DOTD now has Mr. Hartkorn developing sample plans that agencies can use as a starting point to develop their plans. The sample plans should be ready by the fall. 

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of the State Transportation Improvement Program. Finally, we were invited to the opening of the "New Lafayette Transit Center" on Thursday, June 24<sup>th</sup>.



Unfortunately, I wasn't able to attend. Emily Efferson and Kay Ryall attended the ribbon-cutting ceremony and I was there in spirit. Congratulations Lafayette!

Louisiana Transit vehicles provided a valuable service to President Bush and entourage on May 21<sup>st</sup> at the Baton Rouge Metropolitan Airport. The President was the honored speaker at the 2004 graduating class of Louisiana State University and we were asked to play a small part in security procedures. Participating in the vehicle roundup was DOTD PT's Elderly and Disabled Program Manager, Harold Beck, who hung up his spurs and traded horses and rodeos for vehicles and ROADEOS. Agencies, if your drivers haven't participated in a



Louisiana ROADEO lately, you'll be pleased to hear that we are planning one for the fall. Stay tuned for the details.

DOTD PT provides scholarships to transit agencies to enable staff to attend numerous transit conferences and workshops throughout the year. In May we provided scholarships to several agency directors/managers to attend the CTAA Conference and Vehicle EXPO in Seattle, Washington. The EXPO will be held in St. Louis, Missouri next year and in addition to providing the usual management scholarships, we intend to resume our practice of providing scholarships to the top drivers of our upcoming Louisiana Transit ROADEO. Drivers, come prepared to start your engines and prove you're the best of the best. 🇺🇸

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Starts funding ratio from 80% federal and 20% local to 50-50. Rather than delay the project, the RTA made the bold decision to proceed to construction with its own funds while continuing to negotiate the match question. They were rewarded for their efforts by being what is believed to be the very last New Starts applicant to be awarded a full funding grant agreement at an 80-20 match ratio.



The project seems to have been well worth the risk. The initial Urban Land Institute vision of revitalizing Canal Street is beginning to emerge. The Times Picayune recently reported that, even before construction of the streetcar line was complete in late 2003, property values along Canal Street within 3 blocks of the line were beginning to rise at a faster rate than surrounding properties.



As mentioned earlier, revenue service began on April 18<sup>th</sup>. However, the Grand Opening of the Canal Streetcar line was May 29<sup>th</sup>, 2004. The occasion was marked with speeches from dignitaries, several concerts and block parties, and two university cheerleading squads. The occasion was something to remember, even by New Orleans standards.

Another special event took place for the new streetcar line on May 18<sup>th</sup>; the US Transportation Secretary Norman Y. Mineta visited New Orleans to see the streetcars in action. He toured the Carrollton Barn and then rode a streetcar to the maintenance facility and spoke to RTA employees. Mineta said the early success of the new line gave him confidence that the line would help "move this unique city's economy forward by building on its strong past and enhancing those values that make New Orleans so very special."

Additional information on the Canal Streetcar is available from the RTA Website at <http://norta.com/news/canal/> 🇺🇸

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be directed at security improvements on Amtrak, subways, buses, commuter ferries and other transit modes.

The list of security improvements that would be eligible for funding under the House Bill includes: surveillance equipment, communications systems, training and technical support for public transportation employees, systems to detect explosives and weapons of mass destruction, and other such activities.

### **Transit Security Need**

Millions of people use public transportation systems every day in the United States. According to the Senate Banking Committee's bill, the federal government has invested only \$0.006 in security per public transportation passenger, compared with \$9.16 per aviation passenger.

**... public transit authorities have invested about \$1.7 billion of their own money into security since the terrorist attacks of Sept. 11, 2001.**

According to Greg Hull, Director of Operations, Safety and Security Programs for the American Public Transportation Association (APTA), public transit authorities have invested about \$1.7 billion of their own money into security since the terrorist attacks of Sept. 11, 2001. APTA represents more than 1,500 organizations. Most of the funding was for operating costs and training, establishing new policies, making capital improvements, and paying for additional personnel, particularly during heightened states of alert.

APTA has identified \$6 billion in additional critical security needs. Of that amount, \$5.2 billion is needed for capital improvements such as upgrades to radio systems, more closed-circuit televisions, and installation of intrusion-detection and access-control systems. About \$800 million is needed for operating costs associated with additional security personnel, training, research and heightened

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threat levels.

Since 9-11, the federal government has provided about \$11 billion for aviation security and only \$115 million in grants to public transit authorities. This disparity exists despite the fact that public transit transports approximately 16 times more passengers than airlines.



## **From Capital Hill...**

House and Senate versions of the TEA-21 reauthorization bill are still at odds. The Senate has agreed to negotiate with House members in conference. This is a significant move by the Senate, but more challenging will be the conference itself, as Senators from all parties are insistent that the reauthorization must be at least \$318 billion, their House counterparts are insistent that the reauthorization must be at least \$284 billion, and President Bush is continuing to promise that any highway and transit bill exceeding \$275 billion will be vetoed. 